

## TRADE THROTTLED, FREEMAN CHARGES

## Declares Old Dominion Holds Rate to Steam Road Basis.

## CALLS ON CITY TO BUILD WHARVES

**James River Committee Gets  
Protest Against Excessive  
Water Haul, Council Being  
Urged to Help Shippers  
Who Prosper Despite  
Tariff.**

**M**AKING the broad and bold as-  
sertion that the Old Dominion  
Steamship Company controls  
all freight shipped into Richmond by  
water and is charging to-day a rate  
equal to that on steam roads, instead  
of one-sixth of the rate by rail—the  
average throughout the country—  
John C. Freeman, representing the  
Chamber of Commerce, introduced  
resolution at the meeting yesterday  
of the James River Improvement Com-  
mittee, calling on the City Council

Before the matter was discussed, Mr. Freeman suggested that a meeting be

held on October 11, at which the resolution should be taken up as the special order of business, and that some plan be devised by which the business people and the municipality, working together, could remove or remedy conditions which are oppressive and which are hurtful to local trade conditions.

By unanimous vote, the committee decided to meet on the date specified the expectation being that shippers and citizens generally will appear and urge the adoption of Mr. Freeman's plan.

Mr. Freeman charged that the steamship combination had driven the business from the river to the rail lines, "the ultimate purpose of the combination."

"I will only mention one fact," he declared, "to show the correctness of this statement. The jobbing and manufacturing business of Richmond has increased over 83 per cent. in the last fifteen years to 1908, from the latest figures available, while the waterborne freight has shown practically no increase for the same period, but

**Mr. Freeman's Statement.**  
In presenting a full statement of conditions, accompanying the resolutions, Mr. Freeman said:

This committee, composed of sixteen members, including the presidents of both branches of the City Council and seven other members of the Council and seven citizens nominated by the Cham-

ber of Commerce of Richmond, was evidently created to handle an important matter connected with the welfare of this community.

My conception of its duty is that we are to formulate and carry into effect the best means for bringing to the people of Richmond the largest benefits obtainable from the advantages that we enjoy in being located on a navigable stream.

To accomplish this end our first duty is to submit three propositions

**Rail and Water Rates.**

It is accepted, by all authorities on the subject that rail rates are more affected by water competition than an

other influence. Such competition is not only recognized by all rate makers as sufficient reason for lowering the rail rates, but also by the Interstate Commerce Commission have legally recognized it as a fundamental principle underlying all of the commercial interests of the country.

This being true, and our city being situated on a navigable river that empties into the Atlantic Ocean, when more freight is carried than on any other body of water, it is right to say that this influence will not only give us the lowest rail rates, but also the lowest water rates enjoyed by any community in the United States, the character and condition of the traffic considered.

How much lower should a water rate be than a rail rate?

In a speech delivered in Congress on the third day of April, 1895, the Hon. John B. Russell, of Louisiana, who was then President of the National River

"Nearly 50,000,000 tons of freight were carried through the locks on the St. Mary's River, connecting Lake Huron and Superior, last year, at a freight charge of about .34 of a mill per ton per mile, which is about one-ninth of the average railroad rate of 7.18 mills per ton per mile, and water transportation in Ohio and Lower Mississippi are about the same as on the Great Lakes. Had the total commerce of the lakes last year, amounting to about 80,000,000 tons, been carried by rail at the average railroad rates of the entire Union, the charges would have been \$10,000,000 more."

thereon would have exceeded by over \$300,000,000 the amounts actually paid for freight. Hence, the improvement on the lakes, which have cost about \$70,000,000, saved last year to the American people more than four times as much as their total cost, and the

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